

Locomotives & Train Crews

DRAWER 15

SERVICES EMPLOYEE

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The Assassination of Abraham Lincoln

Locomotives and Train Crews

Excerpts from newspapers and other
sources

From the files of the
Lincoln Financial Foundation Collection



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Cincinnati, Hamilton & Dayton

AND

DAYTON & MICHIGAN RAILROADS.

TO ALL OFFICERS AND EMPLOYEES.


The Funeral Ceremonies of the late President of the United States, will take place in the City of Washington, on Wednesday, the 19th inst., at 12 o'clock, noon.

As there will be services held throughout the Country in the different churches on the day and at the time above mentioned, I invite the attendance to said service, at such church as they may select, of all the employees of these Roads, whose duties will permit. The Company hereby allows the proper time for such attendance.

This circular is not to be understood so as to interfere with the running of the several trains.

GEN'L SUPERINTENDENT'S OFFICE, }
Cincinnati, O., April 18th, 1865. }

D. McLAREN,
Gen'l Supt.



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MICHIGAN CITY NEWS
Michigan City, Ind
Wed. 14 Aug. 1895
p. 5, c 6

An exchange says that a humble boy with a shining pail went singing gaily down the vale, to where a cow with a brindle tail, on the alfalfa did regale. A bumblebee did gaily sail, over the soft and shady vale, to where the boy with a shining pail, was milking the cow with a brindle tail. The bee lit down on the cow's left ear, her feet flew up through the atmosphere, and through the leaves of a cottonwood tree, the boy soared into eternity.

Herald: Miss Daisy Hostetter, of Michigan City, and Miss Louisa McCormick, of Hobart, are visiting at the home of Mr. and Mrs. Ben Nordyke, at Belfast. After a few days they will visit with Mr. and Mrs. Wm. Nickerson in this city. . . . Ed Sheaffer and Fred Hausheer, of the city band, assisted the Ames Union band, Michigan City, in playing on an excursion to Milwaukee, Sunday. . . . The Michigan City ladies, who are stopping at the Chautauqua grounds, were entertained at luncheon today, by Mrs. Frank Morrison, at her summer home on Waverly beach.

An exchange says that the way to make a town grow into a city while others with good locations remain villages, is because in one case there are men of push and energy, who are not afraid to spend their time and money to improve the town. The erect substantial buildings, organize stock companies and establish factories secure

DEATH OF EDWARD WILCOX.

Another Well Known Citizen Called to That Home Beyond.

Mr. Edward Wilcox, one of Michigan City's oldest and best known citizens, died at his home, No. 118 west Eighth street, last night at 11:15 o'clock, of spinal trouble. Mr. Wilcox is the last of a family of eleven children and was born in Stockbridge, Mass., in 1832. He came to Michigan City in 1856, being an engineer on the Michigan Central railroad from that time up to his recent illness. Mr. Wilcox was the engineer of the train that conveyed the remains of President Abraham Lincoln, from this city to Chicago. He was married in this city in 1861, to Miss Harriet A. De Graff, who survives him.

The deceased leaves three children, Mrs. George Culbert, Mrs. W. C. Fargher and Geo. W. Wilcox, all of this city.

The funeral services will be held Friday afternoon at 3 o'clock from the family residence, Rev. W. F. Switzer officiating.

Death of Mrs. George Leser.

Theresa Leser, wife of George Leser, died at her late home, 1220 Elston street, at 6:45 o'clock this morning. Death was caused from cancer with which she had been afflicted for the past two years.

Deceased's maiden name was The

ATHLETIC ENT

The Columbian At
Scientific Box

The Columbian give a scientific b entertainment in the on Wednesday, Aug the first of a serie which the club wi winner. The best west will appear in Persons who will a tainment are: Dan J kid; Frank O'Neal, boxer of Illinois; L pion 140 pound boxe Charles Gloason, the pion welter weight liam Fitzgerald, cha boxer, of Chicago scientific nonpareil o Burchard, champion letic comedian of the oreiz, champion c around athlete; Geor pion, sword, bayon swinger of Indiana.

The boys are spa make the affair a s crowd is already assu

A Basket

Through the court Griffith, a large par been enjoying a deli Hermitage today. T

national Tribune,
May 27, 1945

THE LINCOLN TRAIN.

A Story From the Conductor of the Train that Carried President Lincoln's Body From Baltimore to Harrisburg.

Washington has been, and is, the home of many men and women who have had a part in the historical events of moment in this country. Many times we have heard the story from those who were in various capacities associated with President Lincoln, but I cannot recall that I ever saw or heard a detailed account from any one connected with the funeral train that carried President Lincoln's body to its final resting place in Illinois.

Living here in Washington is the man who was conductor on the train that carried President Lincoln's body from Baltimore, Md., to Harrisburg, Pa. He was christened "William Henry Harrison Gould," and he says his conduct has been such that he has never found occasion to change his name. Several years ago he retired from active service on the railroad, but he is still active, optimistic, and will not admit that he is over 32 years old, which is really not half his age.

He is one of those ante-belleum fellows, who saw service on the railroad when engines were given stately names instead of lowly numbers, burned wood instead of coal, and when fuel was needed would stop at the first wood pile sighted and replenish.

His forefathers came from Toppesfield, England, with John Cabot in 1638, and landed at Salem, Mass., finally settling 10 miles west of Salem in Essex County, at a place named by the Indians, "She-we-ne-mede," meaning new meadows. The Goulds did not fancy the Indian name and renamed it "Topsfield," and the town continues to this day.

William Henry Harrison Gould was born on the old Gould homestead at Topsfield, and spent the early years of his life there. When nearing his majority the roving bug hit him and he started out to see the world and make his fortune.

Railroading seemed the most fascinating and exciting to him, and early in 1862 he obtained a position as a brakeman with the Northern Central Railway, which is now a part of the great Pennsylvania Railroad System. Promotion was rapid in those days, and in four months time young Gould was promoted to brakeman on a passenger train. One year later he was promoted to baggage master on the road, and in another year was promoted to conductor of a passenger train running from Baltimore, Md., to Harrisburg, Pa., with his headquar-

ters at Baltimore.

"On the evening of April 14, 1865, the date President Lincoln was shot," said Conductor Gould, "I had finished my round trip and was tired and went to bed early. The morning of the 15th of April I walked over to the Calvert Street Railway Station, Baltimore, arriving there about 7 a. m. When I reached the rear entrance to the station I noticed that all traffic on the railroad was at a standstill. I asked the gateman, Simon Goldstein, why no trains were running. He said: "'Mine Gott, don' you hear de news?'"

"'No,' I said. 'What is the news?'" "Lincoln was kilt last night," said Goldstein, "and Stanton is kilt, and everybody is kilt, and you done it, git out of here."

"I did get out and began to observe what was going on. The station was crowded with soldiers; they had taken charge of it. People were allowed to go into the station but no one was allowed to leave. About noon an order was received from Washington to release the people, who numbered several hundred. In the afternoon trains began to run again.

"After Goldstein had accused me of being guilty of the death of Lincoln and others I began to study about the matter and thought I had better go home. To learn of the murder of President Lincoln very much depressed me, and to be accused of it made me feel much worse. I went home and lay down on the bed. I told my wife if any one called for me to tell them I was out. After I had rested for about half an hour I began to feel better and went out on the street. Noticing many buildings and flags draped in black, I went home and hung out my flag, draped in black. By this time I felt normal and had a mind to go and see Goldstein and tell him what I thought, but reconsidered.

"Conductors in those days took their regular turn, and it just so happened that on the morning of April 21, 1865, I was next out. About 12:30 p. m. I was notified by the station master that I was to act as conductor on the special train that was to carry President Lincoln's body from Baltimore to Harrisburg. At the time I gave no special importance to this run, but since then I have been exceedingly gratified that I had it. The car in which President Lincoln's body was carried was built by a Mr. Lamson at Alexandria, Va. It was built on the lines of our present-day parlor cars, but much less elaborate. The outside of the car was painted dark brown, and the inside was varnished, showing the grain of the wood. There were no fixed seats in the car, but there were several easy chairs.

"The train was made up of an engine that burned coal, one baggage car, seven first-class passenger cars, and in the rear was the funeral car. The train was equipped with hand brakes. In the baggage car we carried the remains of William Wallace Lincoln, the 12-year-old son of the President, who died in February, 1862, and had been buried in a cemetery at Georgetown.

"In the train crew was the engineer, two firemen, one baggage man, two brakemen, one conductor and myself. So far as I know, I am the only living member of that crew, and 50 years time has erased all their names from my memory. Capt. George W. Ham-bright had general supervision of the pilot train and funeral train. The engine and cars of the train were decked in the habiliments of mourning.

"The coffin in which President Lincoln's body lay rested on three trestles securely fastened to the floor of the car. Over these was crepe. Straps were fastened to the trestles and buckled around the coffin to hold it secure. The coffin was very large and appeared to be about seven feet long and fully three feet wide. It was covered with black cloth, and, besides the four silver handles on either side, there was considerable silver decorations in form of wreaths. On the lid of the coffin was an engraved silver plate, which read:

ABRAHAM LINCOLN,

16th President of the United States.
Born Feb. 12, 1809.
Died April 15, 1865.

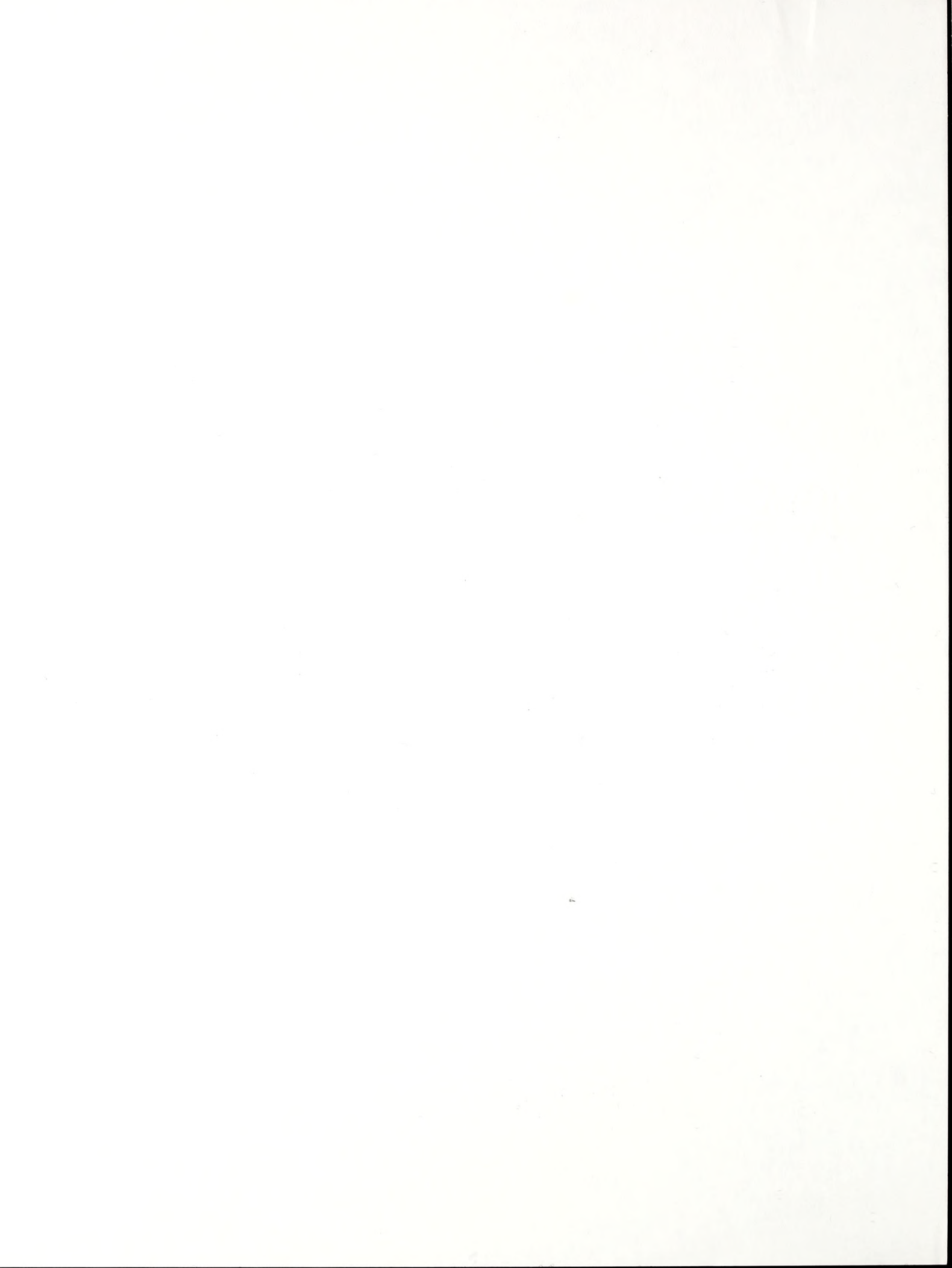
"I was in the funeral car at various times in my line of duty. A part of the time the face lid was removed from the coffin, and I had several opportunities of seeing the face of the martyred President. His face was calm and peaceful. He looked as if he were asleep in pleasant dreams. The body was dressed in black, with white shirt and black tie. I was informed that the suit he had on was the suit he wore at his first inauguration.

"None of the train crew were in uniform—in fact, in those days no uniform was worn by passenger train crews. I wore a black suit of clothes and black hat. On the front of my hat I wore a plate marked 'Conductor.'

"There were about 75 people on the train beside the train crew. There were no women on the train. During the trip the men moved back and forth thru the train. They were a distinguished looking group of men, but sad and solemn. Practically all of their talk was of the greatness and goodness of Lincoln, and his untimely death. There were many men on the train who were soldiers, but none were in uniform.

"Each member of the train crew, and all of those who were entitled to ride on the train, wore a special badge. This badge was their ticket of transportation. Of course, I was very careful to see that every person riding on the train was entitled to do so.

"Ten minutes before the special train pulled out of Baltimore a pilot engine and one passenger car, in charge of Capt. George B. Kaufman and brakeman, with a crew started ahead of the special train for Harrisburg. Just at 3 o'clock on the afternoon of April 21, 1865, I gave the engineer the signal to start for Harrisburg. The engine gave a shrill whistle and the train slowly passed the depot. There was an immense crowd around the station at Baltimore to see the train leave, but they were very quiet.



"As we left Baltimore the weather was cloudy and warm. Our first stop out of Baltimore was Parkton, Md., for water. The next stop was at York, Pa., again for water. These two stops were the only stops made between Baltimore and Harrisburg.

"When the train stopped at York a delegation of six ladies were allowed to enter the funeral car and lay a large wreath on the coffin. At every cross road there were crowds of people, and as the funeral train passed them the men took off their hats, and I noticed many, both men and women, who shed tears as the train passed. It was the most solemn trip I ever took on a train. Everybody on the train was solemn and everybody the train passed was solemn.

"Just at 8 o'clock the train pulled into Harrisburg. The sky was cloudy, and there was a fine drizzle of rain. It seemed to me that nature was weeping because of Lincoln's death.

"After pulling into the station I remained in charge of the train until the President's body was taken from the funeral car to be taken to the State Capitol in Harrisburg; then I was relieved by the yard crew."

Mr. Gould has always been an optimist. His mind is stored with pleasant memories of the past. He holds ill will toward none. His is a life well spent, and at the end there will be no remorse. "May he live long and prosper."

Elias Toy, 90 years old, said to be
the conductor of the train that in 1865
carried Lincoln's body from Philadel-
phia to New York, died August 22 at
his home in Philadelphia.

Younger New Republic 2-12-19

Recounts Trip Of Lincoln's Funeral Train

Probably the last living member of the train crew that brought the body of Abraham Lincoln from Chicago to Springfield, following the assassination of the martyred president, resides at Jerseyville. This man is William Porter, who in 1864 enlisted in the 145th Illinois Infantry. He was mustered out of the service in the fall of the same year and went to work for the Chicago & Alton as a brakeman. The day before the funeral train was due to arrive a dozen brakemen were summoned before the assistant superintendent and told to get ready to go to Chicago and bring the funeral train through. In speaking of the trip recently Mr. Porter said:

"J. C. McMullen, assistant superintendent of the Chicago division, had charge of the train, but George Hewett, an old passenger man, was given the assignment as conductor. As I remember it, the funeral train consisted of a baggage car, several ordinary coaches and the catafalque car which was the second car from the rear end of the train. The funeral car was specially arranged for carrying the body of the president. A crack New York regiment escorted the body and performed guard duty during the entire trip from Washington to Springfield. Four guards were posted in each car, two at each end and no one was allowed to enter the train without a permit.

"The head officials of the Chicago & Alton took special pains to guard against an accident. All bridges were guarded and switch rails at obscure sidings were securely spiked down. All regular trains were ordered to take the siding an hour before the special was scheduled to pass.

Lincoln Picture on Engine.

"The two locomotives selected for the trip were No. 40 and No. 57. They were wood burners, with old-fashioned balloon smoke stacks. Russian iron jackets, brass dome, brass sand box, brass bell frame, six inch brass bands encircling the boiler about four feet apart, and all brass parts nicely polished. Henry Russell was the man at the throttle of No. 40 and James (Jim) Cotton was the man at the throttle of No. 57, which served as pilot engine. Directly under the headlight was the picture of the martyred president, done in crayon, and in a circular frame or wreath of flowers about five feet in diameter.

"On the evening of May 2, the train was backed into the union station at Chicago to take the body of the dead president. The funeral cortege left the court house in Chicago at 6 o'clock. The hearse was drawn by six black stallions, each attended by a negro groom in uniform. The train left Chicago at 7:30 o'clock and only stopped at the larger stations. At all stops the people congregated, grim visaged men and women, with tear bedimmed eyes. The throngs were silent. The train arrived in Springfield the next morning. A vast crowd had gathered. When the pilot engine arrived at the outskirts of the city, it stopped and waited for the funeral train. It was then coupled to the regular train and entrance was made to Springfield. It took over two hours to go that many miles. It was indeed a funeral of the people."

Funeral Train

Ted Peterson, of Chicago, formerly of DeKalb, sends a picture of Frank H. Pond, who was fireman on the train that carried Lincoln from Cleveland to Erie in 1861. As the same crew was chosen to bring Lincoln's body back, and as the engineer had in the mean time died, he was engineer of the train that brought Lincoln's body from Erie to Cleveland, 1865. A picture of the engine, "The Reindeer," was also enclosed.

More About Lincoln's Funeral Train

BROOKLINE, MASS.

TO THE EDITOR:

Several weeks ago there appeared a photograph of the Lincoln funeral train on the Illinois Central at Chicago, and this, with the accompanying paragraph, leads me to reply.

Relative to the locomotive Nashville; in Bulletin No. 16 issued by this society, is an article covering briefly the history of the present Big Four System. An illustration appears of the locomotive Nashville draped and ornamented for the purpose of hauling the train from Cleveland westward. This locomotive was owned by the Cleveland, Columbus & Cincinnati Railroad, was built at the Cuyahoga Works, Cleveland, in June, 1852, and so far as the records show, was never owned by or run on any other road than the C. C. & C., or the roads of which it became a part. It is absolutely safe to say that this locomotive never saw the N. C. & St. L. or any of its predecessors. Locomotive nomenclature in those days was not confined to the locality of the road. Just how far the "Nashville" hauled the train, I do not know. It is not at all unlikely that at Galion, Ohio, a locomotive from the Bellefontaine Railway Company carried it to Indianapolis or at least over one of the divisions. I doubt very much, as some people state, that the "Nashville" ran all the way to Indianapolis.

The search for this information by the Pullman Company will, I hope, be rewarded. A list of the roads, the locomotives and the train crews that handled this historic train, together with such photographs as are obtainable, would make a valuable record for railroad history.

CHAS. E. FISHER,

President, Railway and Locomotive Historical Society, Inc.

NEW YORK CITY RAILWAY AGE
JULY 26, 1939

Engineer Recalls Sombre Trip Of the Funeral Train of Lincoln

Wrightson Is Believed to Be Last Surviving Pilot

REDLANDS, Cal., Feb. 12 (A. P.)—Shrouded in black bunting and draped with American flags, a sable train rolled slowly over the New York Central tracks from New York to Utica between lines of silent, grieving people.

One of the cars carried the body of a slain President, Abraham Lincoln.

In the engine cab of the funeral train, slowly tolling the bell as the

miles passed, sat George W. Wrightson, who now believes he is last of six engineers, picked for ability, who piloted the train from Washington to Springfield.

At each switch, Wrightson peered acutiously from his cab. Each switch had been spiked, to prevent tampering until the train had passed. The cortege was given right of way over all other traffic.

"When we reached the depot at Syracuse, the train was greeted by the most impressive demonstration I have ever seen," Wrightson recalls.

"The trainshed was covered with the national colors and black festoons. An immense, silent throng waited hours to glimpse the cortege."

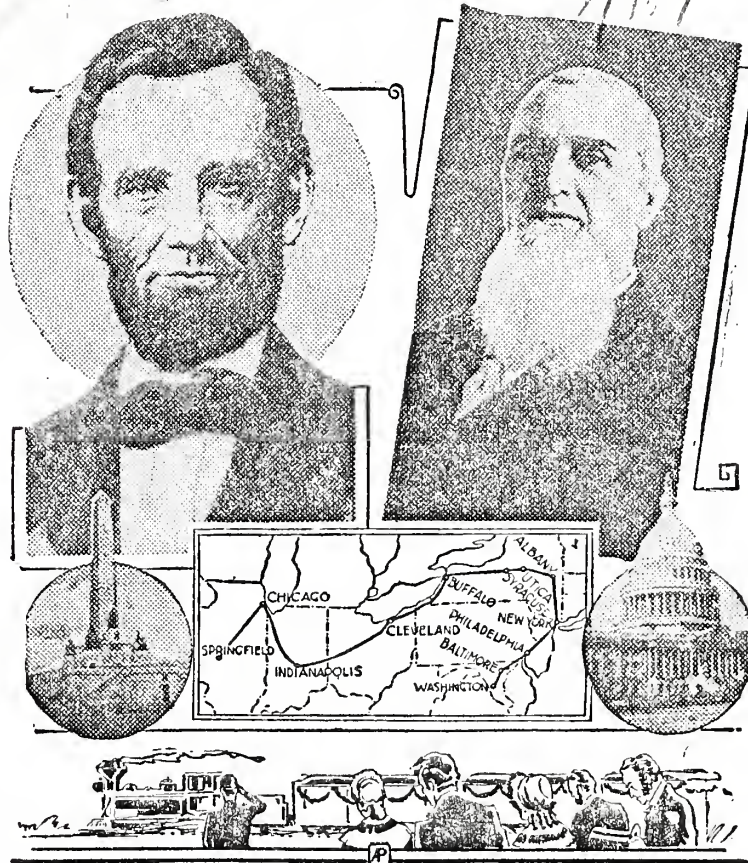
There were five cars in the train,

carrying members of the Lincoln family, Government officials, the casket and newspaper men. They were the first Pullmans to run on a New York Central track.

The front of the engine bore a portrait of the martyred President. At sight of the picture and the draped locomotive, throngs along the track drew back. Some waved small flags. Others wept openly. When the train had passed they stepped to the track and watched it fade into the distance.

Wrightson, eighty-eight, is nearly blind and retired from railroading after fifty-three years' service.

PILOT RECALLS SOMBER RUN OF LINCOLN'S FUNERAL TRAIN



George W. Wrightson (right) believes he is the last of engineers who piloted Lincoln's funeral train over the route shown in map. Lincoln is shown as he appeared when president.

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ENGINEER RECALLS LINCOLN RITES



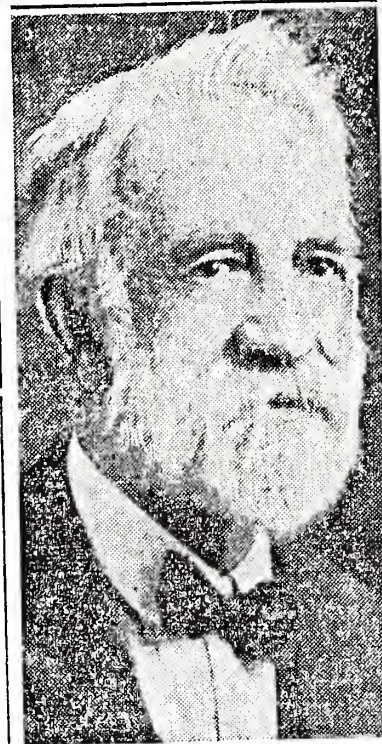
George E. Buck, when he piloted a train to Lincoln's funeral.

On 96th Birthday, Railroader Tells Piloting Train of Mourners

As he celebrated his 96th birthday today, George E. Buck, veteran railroad man of Santa Monica, told how he was the one-man crew of a special train bearing mourners from Decatur, Ill., to the funeral of Abraham Lincoln, martyred president of the United States, at Springfield, Ill., just after the close of the Civil war.

"I was running a work train back in the 60's for the Toledo, Wabash and Western railroad," he said. "The order came through to make up a three-car special train for the mourners. It seemed like everybody wanted to go. I took the tickets, fired the engine and then drove the train to Springfield.

"Buck" ran away from home to work on a railroad when he was 12 years old. He retired 58 years later. He claims to be the oldest living Master Mason in the United States. He was made a master mason in Summit City lodge, Fort Wayne, Ind., on May 6, 1859, but now is a member of Sunrise lodge in Los Angeles.



George E. Buck as he appears today celebrating his 96th birthday.

HE DRAPED LINCOLN'S FUNERAL ENGINE



Martin Fetter

THE draping of a locomotive which hauled President Lincoln's funeral train, says Martin Fetter, stands out in bold relief in his memories of 51 years of railroading. Fetter, now 82, told of the incident at his home, 1712 East Ninth Street, Cleveland, Ohio.

"I was a lad then, not more than fifteen," he began. "When I reported for work on April 17, 1865, I was surprised to find Engine No. 40, the 'Dispatch,' standing on a siding with a large crowd around her. I was gaping at the crowd when the boss came over and said: 'That engine's going to pull President Lincoln's funeral train out of Cleveland and I'd like you to help trim her.'"

"Grabbing some waste, I started by shining up the brass around the cab. For a time I worked alone. Then the engineer, Bill Simmons, and the fireman, Joe Denslow, came over with the boss's daughter, Lavina Hamm. They had white and black bunting and a large portrait of Lincoln in a gilt frame. I assisted Bill in putting up the picture right out in front of the engine, then we fastened several yards of bunting around it. Joe and Lavina draped the sides. Before they got through, I climbed on top and muffled the bell.

"All in all, it was a pretty job. Between the folds of bunting you could see the blue enameled sides, and there was a gold stripe showing above. After that I hurried up to the square where Abe Lincoln had been lying in state. I wanted to get a last look at him. But I was too late. They'd taken him away."

By a strange coincidence, Fetter also helped to drape the engine of President Garfield's funeral train in Wellsville, Ohio, sixteen years later. In 1915 he retired from the Pennsylvania Railroad after 51 years of continuous service. Starting work in a roundhouse in the fall of 1864, he became a fireman in July, 1865, and an engineer in March, 1871. All of his runs were over the Cleveland & Pittsburgh division.

Probably the only "rail" now living who knew and conversed with Abraham Lincoln is C. N. Coursey, of Mt. Carmel, Ill., a retired Big Four engineer.

Ben E. Chapin, editor of *The Railroad Employee*, who interviewed Brother Coursey a short time ago, reports that he is still "rugged and well preserved, despite the toll exacted by the passing years."

Coursey began his railroad career as a passenger brakeman on the B. & O., July 10, 1862, before he became fifteen years old. He recalls the fact that it was President Lincoln's custom to shake hands with the engine and train crew. On one occasion the conductor asked Mr. Lincoln:

"Why do you bother shaking hands with the engineer and fireman, whose hands are always covered with soot and grease?"

The President's reply was:

"That will all wash off, but I always want to see and know the men I am riding behind."

That's the kind of fellow Lincoln was.

DRAPED ENGINE OF DEATH TRAIN

Martin Fetter, 82, Helped to Decorate Locomotive Which Drew Lincoln's Funeral Car.

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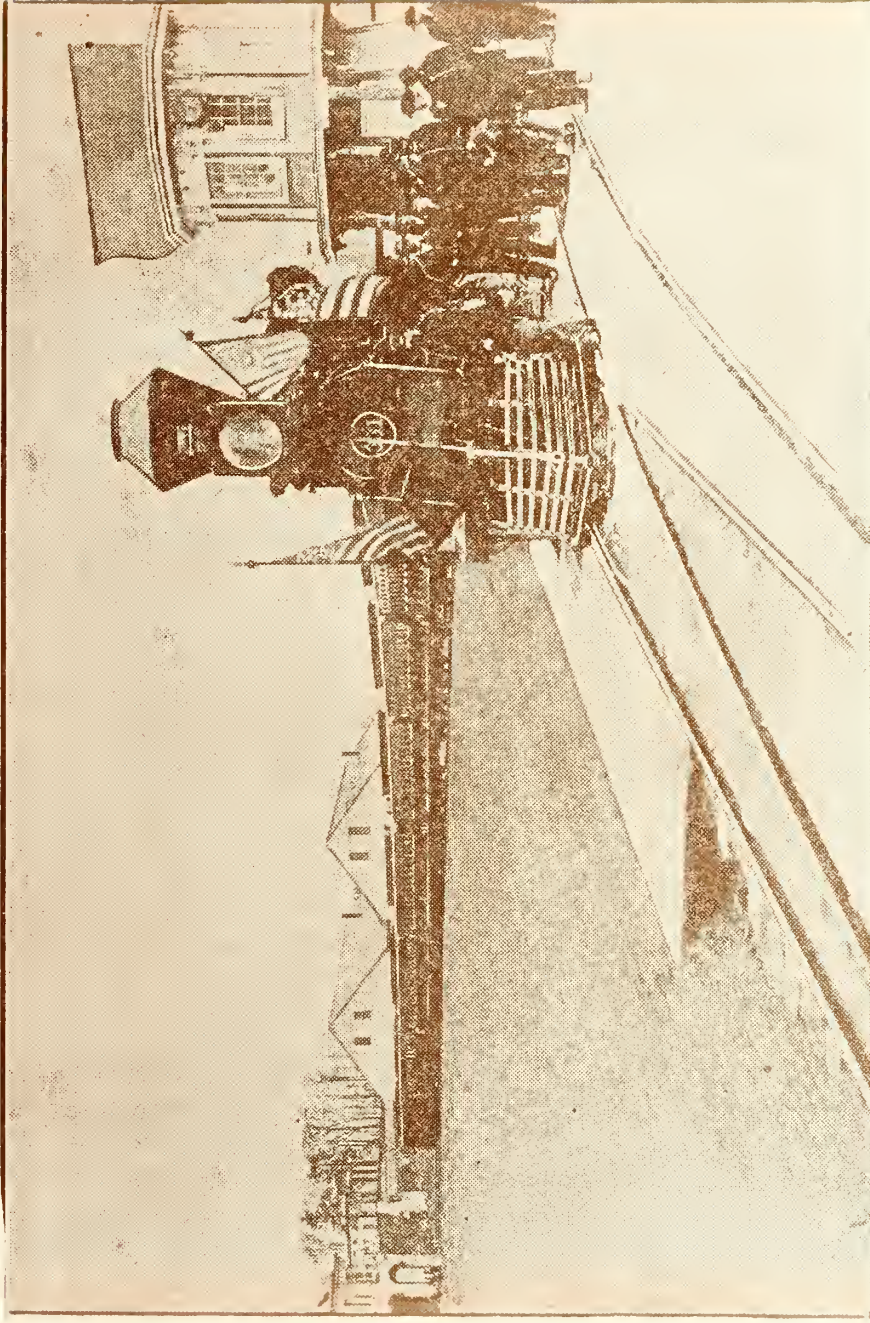
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NATIONAL TRIBUNE
WASH. D. C.

32

Passage of Funeral Train through Philadelphia in 1865



Lincoln's Funeral Train at W. Phila. station of the P. W. & B. on April 22, 1865. Frame structures to left rear are railroad shops. Extreme left is Woodlands, the old mansion which still stands in Woodlands cemetery. In those days, trains crossed bridge at that point and moved down Prime st. (now Washington av.) to Broad st. The old station there now is the Pennsylvania Railroad freight station. From there the casket was carried to old Kensington station and then on a train for New York

Running the Locomotive of Lincoln's Train

A HISTORIC MEMORY OF OLD CLEVELAND.

BY S. J. KELLY.

Engineer Ernest A. Mebus looked down from his cab window of the "Sam Hill," the historic engine that drew Lincoln into Cleveland on his visit in 1861. Mebus said:

"You say you can run her? Get up here and let's see you do it."

So I climbed into the cab.

But let me describe the Sam Hill as I stood beside her in the yard of the "Parade of the Years." She is a glittering locomotive: flaring wood-burning stack, with a little fancy crown around the top; brass covered cylinders; brass-capped steam and sand domes; shining high whistle; real pointed cow-catcher and polished wood cab. She rolls through the gate at the left of the parade drawing the historic train. She is the eight-wheeled type, four drivers, four-wheeled "pony truck," connecting rods and burnished pin eaps, that handsome old type of passenger engine of our boyhood days. She was built in 1860.

"Wait till I get you a coat and cap."

Orders.

Engineer Mebus swung down the steps leaving me alone. I took occasion to look things over. There was no need for extra clothes. Everything in the cab was clean as a parlor car. The boiler was sheathed with smooth steel. Around the edges ran brass mouldings. A shining brass water gauge and three brass water gauge-cocks slanted across the boiler. Straight ahead of the engineer's seat was the whistle lever. Above the bell cord ran through pulleys above the fireman's seat and through an eye-hole at the front of the cab. Two great rods riveted to the boiler reached to the frame below the floor.

Then the reverse lever, that big upright lever at the side! A heavy sector to guide it, with notches, arches up from the floor before the engineer's seat. You grasp the lever at the top, a spring clasp pulls the ratchet out, and you throw it forward if you're "going ahead" or backward if you're going to "back up."

Engineer Mebus climbed up again. Jacket and coat were soon on. He said: "Now, you say you can run

this engine. What's the next thing to do?"

I looked at the steam gauge. It registered twenty pounds. A brass plate on the boiler said it took 125 pounds to run the engine. We had a half hour before the act.

"Well, I think we had better get steam up," I answered.

Firing Up.

He laughed, opened the fire door, stirred up the fire, threw in wood, and I noticed he threw in a pretty good lump of coal. He opened the dampers by pulling notched levers that came up through the floor, turned the valve of the forced draft, a steam pipe that leads to the smoke stack, and soon the fire roared.

"Next we will oil the steam valves."

He took one of the burnished oil cans from its shelf on the boiler and we swung down and went forward. He unscrewed the fancy old grease cups from the steam chests and poured in the oil. I glanced along that fine old engine with her brass hand rails, and driving wheel guards, and looked up from her neatly striped cow-catcher to her imposing headlight before the stack. There you can faintly see the name "President."

Henry Ford was bound to find the engine that brought Lincoln to this city on that memorable day. Way down on the Sattilo River in Georgia they found her puffing around a lumber yard. The lumber yard had named her the Sattilo. Then in 1923 Engineer Mebus had proudly driven

her into Detroit. He has been working for Henry Ford ever since.

The President was a wreck. They rebuilt her, polished her up, rebuilt her cab, placed walnut base boards around her tender, let the name of her last owner remain on the tender, the Atlantic & Gulf R. R.

We were up in the cab again. The steam was up to 125 pounds. I took the engineer's seat and "threw her over," way down to the last notch. I got the signal and gently pulled the throttle. Slowly and sedately we rolled out on the stage of the "Parade of the Years" drawing Lincoln's train.

Everything is vividly true to life in that great show. Lincoln descends from his car with his shawl over his shoulders as he did that drizzly morning of Feb. 15. He stoops slightly, but with his tall plug hat he towers over the reception committee. His face is serious and thoughtful. The Cleveland Grays are there. Mrs. Lincoln enters the carriage, the president follows and they start on that long slow drive down Euclid Avenue from E. 55th Street.

Then I threw that big lever over again, backward, though I had to brace against the rods of the boiler, pulled her throttle and with bell ringing we slowly rolled back again, pushing Lincoln's funeral car before us.

We ran down to the gate and I brought her to a stop. The Sam Hill and the draped car ahead rocked slightly when taking the switches.



PANCAKE



Realty Company

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HUNTINGTON, W.VA.

April 4, 1944

Mr. Louis A. Warren, Director
Lincoln National Life Foundation
Fort Wayne, Indiana

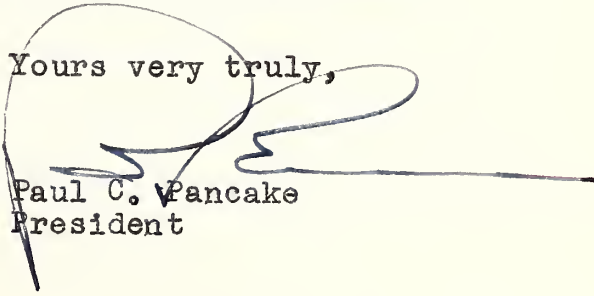
Dear Mr. Warren:

I have a letter from my cousin, Mr. George H. Pancake, and he tells me that he has had some correspondence with you regarding sending you some pictures of a train on which Abraham Lincoln once rode. He is under the impression that you have him mixed up with me as you mentioned having met him at one time.

He sent me two pictures to mail on to you, which I am enclosing, herewith.

With kindest personal, hoping that you will stop in to see us every time that you are in our city.

Yours very truly,



Paul C. Pancake
President

PCP:el

cc/Mr. George H. Pancake

April 7, 1944

Mr. Paul C. Pancake, President
Pancake Realty Company
915 Fifth Ave.
Huntington, W. Va.

My dear Mr. Pancake:

Thank you very much for forwarding the pictures of the old engine which pulled the Lincoln funeral train and we are pleased indeed to have them.

Regret having confused you with your cousin and possibly on my next visit to Huntington I will have an opportunity to meet both of you.

Very truly yours,

LAW:WM

Director

1911. 1. 10

Mr. J. H. Jones
New York
100 Fifth Ave.
New York City

Dear Mr. Jones:

I am very glad to hear from you and
am glad to hear that you are well and
hope you are enjoying your trip.

I am sure you will have a very
pleasant trip and I hope you will
have a very successful one.

Very truly,
Yours,
J. H. Jones

Enclosed
100 Fifth Ave.

No. 540

A car known as Number 540 was
used by Lincoln on the autumn branch of
the New York Central R.R. when he was
traveling ^{from Buffalo to Albany on the way} to Washington for the inauguration.
The ceiling is decorated with the national
flag, ~~and~~ a picture of Washington is at one
end and a picture of Lincoln at the other.
In 1887 it was in a poor state of preservation.



Number 540

newly built

A car in which Abraham Lincoln made his
journey from Buffalo to Albany on way to
Washington in 1861. Carrying decorated with
American flag ^{and} at one end a picture of Washington
like other a picture of Lincoln. Still running on
the Auburn branch of the New York Central R.R. in 1887.



C.

Chicago & ALTON

Spiral pullum apex uphosphene deep red
plush.

Janus



^{L. M. Wiley}
~~the~~ Train Car, Springfield for Washington
one car and a baggage coach.

The Engine was the "L. M. Wiley" built at
the Hinkley Locomotive Works at Boston
in 1855. just under 100



- Sam Hill -

Sam Hill

Engineer Ernest A. Mebus claims that the engine "Sam Hill" drew the Pinole special into Sausalito in 1861. The engine was built in 1860. It was later discovered by Henry Ford ^{near the Sausalito River} down in Georgia, and ~~it was then named the~~ owned by the Atlantic & Gulf R.R. The name had been twice changed, first to "President" and later to "Sattilo". Rebuilt before displayed in "Road of the year"



Alb. 661

number 117

an engine built for the B + O Railroad in
1863. Was christened "Old Abe" by the people of
Wilmington, out of which city it operated. It was
captured by the confederates and used on
Southern Railroads but the ^{locomotive} mechanism originally
on the engine was saved.



The Atlantic

The transition period between primitive
methods of transportation and the introduction of
motive power does not seem to have been
of so long a duration after one reads the
story of an early ^{the building and delivery} ~~transmission~~ steam engine,
Mr. Phineas Davis of York, Pennsylvania in
January 1832 started to work on a locomotive ^{By}
~~the first of June certain parts~~ for the Baltimore and
Ohio R.R., and by June of that year certain parts were

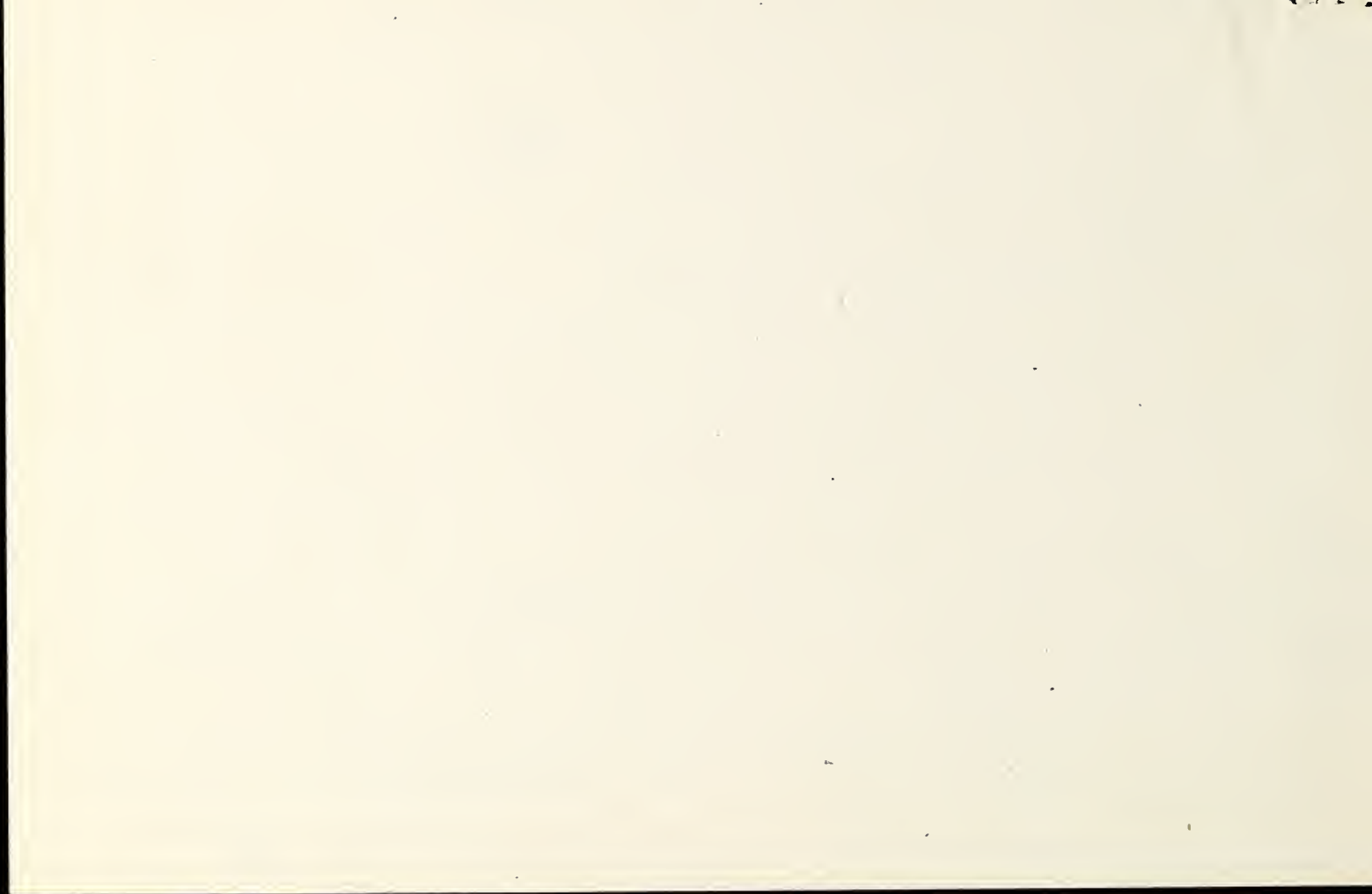


ready to deliver to the company. ~~The Harris~~

The problem of transporting the heavy pieces of
the engine from York Pa. to Gettysburg ~~Pa.~~ was
solved by ~~the engine~~ use of engines
four ox carts to haul the engine parts.
Possibly the twenty miles on train which the
engine was able to cover was revolutionary in
transportation when compared with an ox team.



This engine called "The Atlantic" drew the
the first train to enter Washington. It was also
this same engine which brought Abraham Lincoln
to the nations capital for the inauguration 1861.
Because of the ^{allied} Baltimore plot ~~against F~~ to take
Lincoln by it will be remembered that ~~he~~ ~~from~~
~~the~~ a special train of an engine and two
coaches was made up at Baltimore to take
him to ~~the~~ the capital. The engine which pulled
the two cars was "The Atlantic". The engine
was exhibited in many expositions and finally
shut with the 200 historical relics at Mailway U Va



— ENGINEERS —
ON THE "BIG 4" 1851 - 1876

William Warner	Feb 22 1851	Henry Hardenburgh	Aug. 1 1864	J.W. Skelton	Jan. 16 1872
George Hultbut	Jan. 3 1853	David Hewitt	Sept. 12 1864	William Monismith	Jan. 29 1872
Charles Sims	Oct. 1 1853	C. A. Blush	Feb. 1 1865	Stephen Welch	Feb. 19 1872
Nervin Fowler	April 5 1854	David Horigan	Feb. 1 1865	Lewis Fobriam	Mar. 14 1872
Patrick Cair	Oct. 11 1867	James M ^c Groth	Oct. 2 1865	Frank Lynch	Mar. 16 1872
William Hutchins	Jan. 1 1853	James M ^c Guire	Oct. 2 1865	Mike Burke	Mar. 29 1872
Elijah Van Comp	Jan. 25 1853	H. Richmond	Aug. 12 1867	Michael Fox	Mar. 29 1872
Harley Lummis	Oct. 1 1853	P. M ^c Groth	Aug. 22 1867	C. C. Robinson	April 5 1872
John Cummings	Oct. 31 1853	Peter Hugo	Aug. 23 1867	John Landey	April 11 1872
William Needham	Mar. 17 1850	Eggar Gregory	Oct. 10 1867	Michael Colston	May 1 1872
J.M. Thorpe	June 17 1850	John M ^c Nalley	Aug. 17 1867	William Sherwood	June 4 1872
Redmond M ^c Groth	Sept. 10 1867	Franklin Force	Sept. 1 1870	J. Burns	Sept. 9 1872
Alex Valentine	Aug. 5 1860	Charles Van Comp	Sept. 17 1870	Alex Burke	Sept. 20 1872
B. T. Staisdell	Dec. 27 1861	John Hays	Dec. 19 1870	John Cummings	Sept. 24 1872
James E. Kelly	Jan. 1 1862	M. B. Jones	April 5 1871	L. D. Fowler	Dec. 12 1872
John Hutchins	Jan. 10 1862	John Reynolds	June 1 1871	J. M. Holt	Dec. 17 1872
Isaac Moore	Feb. 1 1862	Patrick M ^c Carthy	June 1 1871	Samuel Hutchins	Dec. 17 1872
Michael Ward	Aug. 2 1862	Joseph Sharp	June 19 1871	Joshia Holloway	Dec. 23 1872
John M ^c Carthy	Aug. 25 1862	Thomas Nalley	Sept. 27 1871	M. V. Sprague	Jan. 13 1873
Noxon Platt	Oct. 13 1863	Harry Comstock	Dec. 11 1871	John M ^c Cullow	Jan. 13 1873
Archy Mantgemery	Jan. 15 1863	L. Pappison	Dec. 20 1871	John Boyle	Jan. 22 1873
Mathew Lynch	May. 11 1863	Jacob Monismith	Jan. 1 1872	John Quine	Feb. 1 1873
George Smith	Nov. 22 1863	August Geiger	Jan. 1 1872	James Holloway	Feb. 27 1873
John Ilet	Mar. 1 1864	Fredrick Geiger	Jan. 2 1872	C. F. Riblet	May 23 1875
A. C. Daisey	April 13 1864	John Bradley	Jan. 2 1872		

Compliments of C. F. Riblet - 83 Alameda, East Cleveland, Ohio.

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - - Dr. Louis A. Warren, Editor
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 895

FORT WAYNE, INDIANA

June 3, 1946

PILOTING THE LINCOLN FUNERAL TRAIN

Many boys of twenty-five years ago or more, who lived in small towns, remember the Memorial Day parades which gave them the opportunity to march in the procession with the tottering members of the G.A.R. As an aftermath of Decoration Day, as it then was called, it would seem timely this year, to compile some facts relating to the first American memorial procession—the funeral train of Abraham Lincoln which passed from the Potomac River to the Prairies.

Possibly the most controversial subject relating to the famous train is the identity of the engineers who piloted it and the names of the engines used to draw the funeral coaches from one metropolis to another. There are some traditions extant holding that but one engine was used for the entire trip. Charles E. Fisher in 1930, then the President of the Railway and Locomotive Historical Society, made this suggestion, "A list of the roads, the locomotives, and the train crews that handled this historic train, together with such photographs as are obtainable, would make a valuable record for railroad history."

This monograph is an attempt to compile such data as may help to some day achieve this end. Although limited space will make it necessary to confine the information to the names of the railroads operating the trains, the names of the engineers and the numbers or names of the locomotives including the pilot engine, under their charge.

WASHINGTON TO BALTIMORE

The Baltimore and Ohio Railroad over whose lines the funeral train first moved has claimed that its famous engine "Number 23" later called the "William Mason," headed the funeral train from Washington to Baltimore. This engine is the same one which brought Lincoln into Washington from Baltimore in 1861 and also was used for part of the Gettysburg trip in 1863. A contemporary news item states, however, that engine "Number 238" drew the train and that it was a new locomotive made at the Mount Clare works. Thomas Beckett was the engineer. "Number 239," the pilot locomotive, was draped in mourning and William Galloway was the engineer.

BALTIMORE TO HARRISBURG

The conductor on the funeral train traveling over the Northern Central Railroad from Baltimore to Harrisburg was William Henry Harrison Gould, but in his reminiscences preserved in 1915 he could not recall the name of the engineer of his train or the engineer of the pilot engine.

HARRISBURG TO PHILADELPHIA

The Pennsylvania Railroad took charge of the train at Harrisburg using engine "Number 331" with engineer John E. Miller as pilot.

PHILADELPHIA TO JERSEY CITY AND NEW YORK

The Camden and Amboy Railroad was utilized to move the funeral train from Philadelphia to Jersey City. Upon arriving there, the funeral car was taken on the ferry boat "New York" to New York City.

NEW YORK TO ALBANY

One of the most picturesque parts of the itinerary was the trip over the Hudson River Railroad as far as Albany. The pilot engine used was the "Constitution" and the engine pulling the train was the "Union," with George W. Wrightson as engineer of the latter.

ALBANY TO BUFFALO

The New York Central Railroad was used to convey the remains from Albany to Buffalo. One of the largest engines on the road, the "Dean Richmond," pulled the funeral train.

BUFFALO TO ERIE

The funeral train left Buffalo over the Lake Shore Railroad, but the Erie and North East Railroad was operating at this time the different roads between Buffalo and Erie.

ERIE TO CLEVELAND

The train from Erie to Cleveland over the Cleveland, Painesville and Ashtabula R.R. used the same personnel as far as possible that had previously manned the train carrying Mr. Lincoln East in 1861. The same engine, the "William Case" was also used, and John Benjamin was the engineer. The "Idaho" served as the pilot engine with J. W. McGuire in charge.

CLEVELAND

Martin Fetter who helped to decorate engine "Number 40" also known as the "Dispatch" claimed it took the train out of Cleveland but it was probably used as a switch engine to move the train as the account states: "The locomotive of the Cleveland and Pittsburgh Railroad, tastefully decorated, took the train in its reverse position and drew it to the Euclid Street Station. The engineer was Bill Simmons.

CLEVELAND TO COLUMBUS

While it is claimed by some authorities that "The Nashville" took the train from Washington to Springfield it did have its share in the task of hauling the coaches. The engine was built at the Cuyahoga Works in Cleveland in 1852 and was operated by the Cleveland, Columbus and Cincinnati R.R. over whose tracks the funeral train moved. The engineer in charge of "The Nashville" was George West and it was preceded by the pilot engine "Louisville" with E. Van Camp at the throttle.

COLUMBUS TO INDIANAPOLIS

In the comment by Mr. Fisher who doubted if "The Nashville" ran all the way to Indianapolis this supposition has been verified in the discovery of a contemporary news notation which states that the funeral train left over the Columbus and Indianapolis Central Railroad with Mr. James Gourley as engineer but the name of the engine and pilot engine and its operator are not given.

INDIANAPOLIS TO LAFAYETTE

While we are under obligation to a reporter of the Indianapolis Journal for much information about the funeral train from the time it left Indianapolis until it reached Springfield he fails to make known certain facts we would like to know about the Indianapolis-Lafayette segment of the trip which was evidently made over the Lafayette and Indianapolis Railroad.

LAFAYETTE TO MICHIGAN CITY

Our reporter for the Journal states in his dispatch dated May 1, Lafayette, Ind., 3:35 A.M.: "The steam engine 'Persian' handsomely decorated now bears us on under the charge of a cautious and experienced engineer Mr. A. Rupert. Mr. Rhodes is engineer in charge of the pilot engine 'Rocket.' The road traveled was the Louisville, New Albany and Chicago Railroad."

MICHIGAN CITY TO CHICAGO

The same reporter in a notation dated May 1, Michigan City, 8:30 A.M. states "The engine 'Ranger' . . . and the pilot engine 'Frank Valkenberg' are ready for our accommodation." These engines conveyed the party over the Michigan Central lines into Chicago.

CHICAGO TO SPRINGFIELD

The depot of the Chicago, Alton and St. Louis Railroad was profusely decorated and over its line the last journey of the lamented President was to be taken. Henry Russell, engineer of the pilot engine "Number 40" was the first to leave the station followed in ten minutes by engine "Number 58" with engineer James Colting at the controls.

The Record

1975

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Pullman, Washington 99163

1975

the canceled trains and salaries of idled employees, the loss business-wise was estimated to be at least an additional \$20,000. After the war was ended, the government paid in full for the physical damage.

Morgan did not tarry at Salem because Union forces were known to be on the way. One contingent, made up of men from Lafayette and nearby counties, were ordered to move southward over the LNA&C. On reaching Bloomington the train halted, no one knowing if the track south was still intact, nor did anyone know the whereabouts of the Confederate force. The soldiers left the train and scattered over the town. They were told the engineer would blow the whistle as a signal to bring them back in time for departure. But the soldiers apparently were not content with this assurance, and when they were recalled it was discovered that all coupling pins had been withdrawn and hidden. After these were retrieved, the train got under way and proceeded slowly, with scouts ahead on hand-cars. When the train reached Orleans, the citizens spread a generous feed and the band played on. What then happened is not recorded but it seems probable that this contingent became a part of the other forces mustered to pursue Morgan eastward.

Certain it is that the Confederate leader moved on, crossing the Jeffersonville Railroad at Vienna in Scott County, burning bridges and inclicting much other damage. At Vernon and Dupont in Jennings and Jefferson counties, there was great damage to the Madison & Indianapolis Railroad. The Ohio & Mississippi Railroad suffered extensive damage as the raiders moved toward Ohio. There at Libson, the war's farthest northern Confederate penetration, the force was scattered and Morgan was captured July 26, only to escape November 27, return to the South and continue his military service before being killed in a gooseberry patch, clothed in his nightshirt, nigh a year later at the age of thirty-nine on September 4, 1864 at Greenville, Tennessee, the home of Andrew Johnson, soon to become the seventeenth President of the United States.

Then, almost eight months later to the day, came the surrender at Appomattox Court House April 9, 1865 and the horrible war was ended. But an event that became a great tragedy lurked in the hearts of a band of revengeful evil conspirators. John Wilkes Booth fatally wounded President Abraham Lincoln at Ford's Theatre April 14, and Lincoln died the next day.

After lying in state in the Capitol, funeral services were conducted in the White House and Lincoln was then taken home.

Preceded by a pilot locomotive with traveling engineer and fireman and a caboose with a supporting traveling crew, the Lincoln exequial train of nine immaculate new cars left Washington at 8:00 A.M., April 21. The locomotive and all cars were draped in mourning throughout the journey to Springfield. The train stopped at Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis, and Chicago.

This 2,000-mile journey took twelve days. At each of the scheduled stops, the body lay in state and thousands passed the open casket, paying respect to their deceased leader. Along the line, solemn and weeping people were at every town, village, whistle and flag stops, and wooding and water stations. In the countryside, grieving people stood beside the track bidding farewell to the train that disappeared in the distance.

The day before arrival at Indianapolis, the body lay in the rotunda of the Capitol at Columbus. The train departed that place at 8:00 P.M., on what was then the Columbus & Indianapolis Central Railway - later the Pennsylvania. Arrival in Indianapolis was at 7 o'clock the next morning, Sunday April 30, and the casket was taken reverently to the State House and there placed on a noble catafalque. Indiana had been Lincoln's home from the time he was seven until approaching his twenty-first birthday. He had always received strong Hoosier political support and when in the state enroute to or from Washington was given much ovation. Now the expressed affection and respect was more pronounced than ever. Rain that fell continuously did not deter a multitude from turning out en masse. Present was a Kentucky delegation headed by Governor Thomas E. Bramlette. Shortly before midnight the body was taken to the Union Depot and entrained for Chicago.

Governor Oliver Hazard Perry Throck Morton and his suite, and a group of dignitaries, had met the funeral train at Richmond and remained aboard as far as Michigan City.

Although this sad trek has been described in detail in many accounts of Lincolniana, the railroad operational facets have been overlooked or ignored. In the case of the Monon, extant records document the honored role of the railroad between Lafayette and Michigan City - another Civil War chapter in its history.

The funeral train left the Union Depot at Midnight over the Lafayette & Indianapolis Railroad, was transferred to the Monon track at Lafayette Junction, and arrived at Lafayette at 3:45 A.M., May 1. Even at this early hour a large crowd had gathered at the station and a hundred or so lined the street down which the track ran. The train moved by slowly, the whole scene dimly lit by bonfires kindled at intervals. It arrived at Michigan City at 8:35 A.M., where a brief stop was made with the funeral car spotted under a draped memorial arch that had been erected for the occasion.

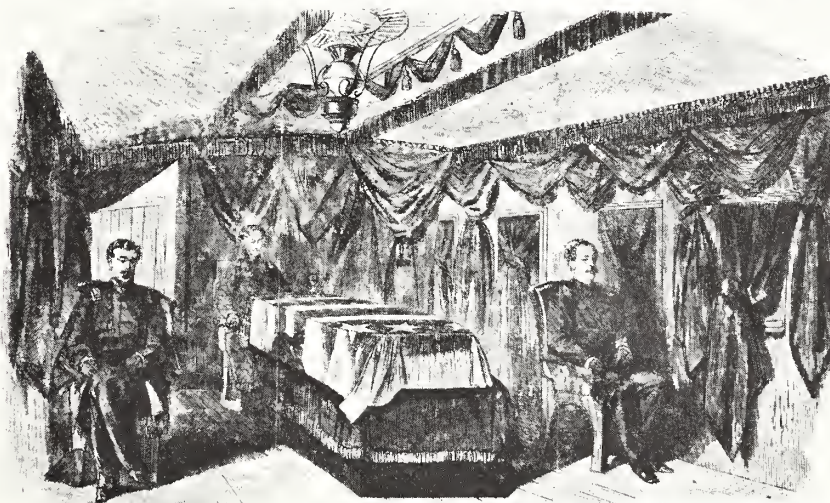
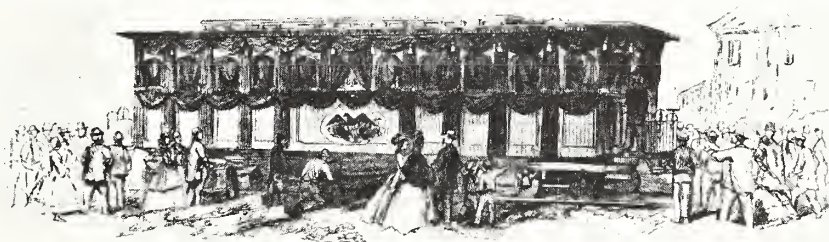
The good women of the city served a hot breakfast of corn-fed ham, bacon, eggs, fried potatoes, gravy, biscuits, and berry pie. There was milk, coffee, English and sassafras tea. Tables were spread for four hundred people, including a delegation from Chicago.

After this traditional Hoosier hospitality, the train proceeded on its way, reaching Chicago at 11 o'clock over the tracks of the Michigan Central and Illinois Central railroads from whence, after two days, it would go to Springfield over the Chicago & Alton Railroad.

From Lafayette, the train traveled slowly - 25 miles per hour. The published timetable and special regulations for this carriage were issued by the Director and Manager of Military Railroads, Brevet Brig. Gen. D.C. McCallum. The train departed each station ten minutes behind the pilot. It passed through towns with tolling bell at a speed not exceeding five miles an hour. Telegraph offices were kept open during the entire passage; when a station was cleared the operator at once gave notice to the next station up the line. The pilot was not permitted to pass any station without first getting information of the funeral train having passed the last station, coming to a full stop if necessary.

An attended signal was shown at every switch and bridge, and at the entrance upon every curve. Each attendant personally had to know that all was safe. The track signal from Lafayette until broad daylight was a white light and from that time to Michigan City, a draped white flag. During darkness the pilot carried red markers and a draped American flag during daylight. Both the pilot and funeral train had absolute right to the line during this passage; opposing trains were sided.

Eighteen sixty-five was an important year in the life of the LNA&C. A new era began - an era of successful expansion, development, and refinement that also was at once an era of trial and trouble.



Lincoln funeral train attracted crowds

Even in the middle of the night, mourners gathered with lamps and bonfires

By Bob Kriebel, For the *Journal and Courier*

A 50-year-old historian from Ohio has written a heck of a book that will interest many Lafayette-area students of railroads, Abraham Lincoln or the Civil War. The author is Scott Trostel, and his illustrated volume is *The Lincoln Funeral Train*.

"This book," he says, "takes a close-up look at the human side along the route as well as the route itself, the railroad cars, locomotives, trains and the tremendous logistics required to make the 1,700-mile journey from Washington D.C., to Springfield, Ill."

The entourage left Washington on April 21 and reached Springfield on May 3. It went from Indianapolis to Chicago on May 1, 1865, and rolled through Lafayette about 3:30 a.m.

The Lafayette Courier gave the dead-of-night event but a few short sentences:

"The funeral train passed through this city on time this morning. Notwithstanding the positive announcement that it would stop a moment, there was large crowd at Market space and along Fifth Street.

"Traveling at five miles per hour the train passed through to the tolling of church bells. [A local military band] played a funeral dirge. ... Men stood uncovered and in respectful silence. Many were effected to tears."

Logistics

One needs to keep in mind how, in Civil War times, trains were crude and undependable, lacking constant communication and safety devices. The steam locomotives used wood for fuel and made frequent water stops. Rails were of iron and subject to rapid wear.

Several trains made up the Lincoln funeral cortege. At times as many as four moved in unison on separate legs of the journey. The telegraph was the most advanced form of communication. The speed of trains averaged 20 mph.

In most instances there were two trains for Lincoln. The first, towed by a "pilot engine," essentially ran interference for the actual train bearing the remains of Lincoln and of his son William or "Willie" (1850-1862). The latter's grave in Washington, D.C., had been reopened and the casket placed on the train so that father and son could be buried together in Springfield.

The funeral train proper consisted of a locomotive and tender followed by eight to 10 cars, with the specially built 42-foot car "United States" always at the end containing a stove, armed guards and the two caskets.

In *The Lincoln Funeral Train*, Trostel lists about 20 different pilot engines and another 20 funeral train locomotives having been put to use as the entourage moved from one railroad company's jurisdiction to the next across Maryland, Pennsylvania, New Jersey, New York, Ohio, 13 counties in Indiana and seven in Illinois.

Through Indiana

It's a well planned, well organized book; and with its subject matter contains a general appeal to anyone living along the route of the funeral train. It entered Indiana at about 3 a.m. on April 30 and reached Indianapolis at 7 a.m. Most of that day was devoted to ceremonies, including placement of the casket for public visitation in the Indiana Statehouse. Heavy rain forced cancellation of a number of outdoor events.

The pilot engine then left Indianapolis at 11:50 p.m. on April 30. The plan called for it to reach Augusta at 12:30 a.m. on May 1, Zionsville at 12:47, Whitestown at 1:07, Lebanon at 1:30, Hazelrigg at 1:55, Thorntown at 2:10, Colfax at 2:25, Clarks Hill at 2:40, Stockwell at 2:50, Culver's Station at 3, Lafayette at 3:35, Battle Ground at 3:55, Brookston at 4:15, Chalmers at 4:25, Reynolds at 4:45, Bradford (Monon) at 5:08, Francesville at 5:35, Medaryville at 5:50, San Pierre at 6:15, Wanatah at 7 a.m. and on to Park Place Station in Chicago at 10:50 a.m. on May 1.

This segment of the trip was complicated because three railroad companies were involved. Trostel notes:

"Train times were among the first problem to be worked out. In 1865 there was no such thing as standard time zones. Each railroad selected its own local time, the real problem being that even though two railroads might operate into the same town, their published times could vary to 20 minutes even with trains pulling into adjacent tracks at the same instant. ... To each railroad fell the duty of decorating their own locomotives and selecting crewmen."

For the 64 miles between Indianapolis and Lafayette, the Lafayette & Indianapolis, presided over by Lafayette businessman William F. Reynolds, chose the locomotive "Boone" and engineer Thomas Collen for the pilot train, the locomotive "Stockwell" and engineer Charles Lamb for the funeral train.

At Lebanon at 1:30 a.m., according to newspaper accounts, "Both town and country were gathered to honor the dead. Lamps, torches and bonfires sent their brilliant light about the assemblage. Drooped flags were dressed in mourning. A beautiful arch of evergreens and roses was erected under which the cars passed."

Further up the tracks at Hazelrigg and Thorntown "people were standing at the depot and along the margins of the track. Bonfires lit the night. ... At Clarks Hill a crowd assembled at the station, many carrying lanterns"

Bonfires and lamps lit the scene, too, when the train passed through Stockwell and on to Culver Station and Lafayette. In Lafayette, where Lincoln's inauguration train had stopped in February 1861, the pilot and funeral train in 1865 switched to the Louisville, New Albany & Chicago locomotive "Rocket" and an engineer named Rhodes, and to the engine "Persian" and engineer A. Rupert.

Trostel wrote that about 300 people awaited the train at Battle Ground and waved flags. The train rolled by Brookston and Chalmers as dawn began to break. Farm families from up to 20 miles distant viewed the train at Reynolds in early daylight.

NEXT: Sesquicentennial opportunities in 2003.

Kriebel, retired editor of the *Journal and Courier*, may be contacted at 30

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